

INFORMATION REPORT

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DATE DISTR. 30 November 1954

NUMBER OF PAGES 1

NO. OF ENCL. 25X1

NO. OF ENCLS. 25X1
(LISTED BELOW)

1990

SUPPLEMENT

REPORT NO.

REPORT NO. **6100 1-1-71**

25X1

25X18

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THE UNIVERSITY OF CHICAGO

1. In late June 1954, the production of runway mats at the IFA Blechverformungswerk, Leipzig (sheet metal shaping plant) was temporarily interrupted because the form of the runway mats was to be modified to give them greater strength. The manufacture of the new tools and gauges required for the new type mats was not yet completed. In spite of this interruption a total of 10,000 tons of sheet metal is scheduled to be processed into runway mats in 1954, as originally planned. Some finished mats were acquired for the manufacture of these runway mats have been delivered according to schedule by the rolling mills and blast furnaces. In June, approximately 2,000 tons of sheet metal were available at the IFA Blechverformungswerk to continue production.

2. In 1954, the IFA Blechverformungswerk will be the only plant manufacturing runway mats. In previous years, the VEB Audi in Zwickau also manufactured runway mats for taxiways.

1. Comment. It had been stated in an earlier report by the same source, that the VEB Blechverformungswerk Leipzig was scheduled to process a total of 10,200 tons of thin sheets into runway mats in 1954.

2. Comment. It had been reported that the VEB motor plant in Zwickau discontinued the manufacture of runway mats in the third quarter of 1953. The VEB EMW at Eisenach also discontinued the manufacture of runway mats in the same year. The quantity of 11,000 tons of thin sheets scheduled to be processed into runway mats by the IFA Blechverformungswerk in 1954 roughly corresponds to the production target fixed for the Leipzig and Zwickau plants in 1953. [redacted]. The fact that runway mats are now manufactured only in Leipzig may be connected with the modification in the shape of these mats. It is probably more economical to have only one sheet metal shaping plant equipped with the new tools for the production of modified runway mats. The purpose of the runway mats and the installation at which they are used have not yet been determined. It is believed that they are not designed for the construction of temporary runways but for taxiways. They are probably unsuited for heavy aircraft.

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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY

East Germany

DATE DISTR. 30 November 1954

SUBJECT

Production of Runway Mats

NO. OF PAGES 2 0

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO. [REDACTED]

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1.

interrupted to give them greater strength. The manufacture of the new and gauges required for the new type mats was not yet completed. In spite of this interruption, a total of 11,000 tons of sheet metal is scheduled to be processed into runway mats in 1954 as originally planned. Semi-finished materials required for the manufacture of these runway mats have been delivered according to schedule by the rolling mills in Thale and Hettstedt. In June, approximately 2,500 tons of sheet metal were available at the IFA Blechverformungswerk for further processing.¹

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2. In 1954, the IFA Blechverformungswerk will be the only plant manufacturing runway mats. In previous years, the VEB Audi in Zwickau also manufactured runway mats for taxiways.²

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1.

Comment. It had been stated in an earlier report by the same source, that the VEB Blechverformungswerk Leipzig was scheduled to process [REDACTED] tons of thin sheets into runway mats in 1954.

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2.

Comment. It has been stated that the VEB motor plant in Zwickau discontinued the manufacture of runway mats in the third quarter of 1953. The VEB BMW at Eisenach also discontinued the manufacture of runway mats in the same year. The quantity of 11,000 tons of thin sheets scheduled to be processed into runway mats by the IFA Blechverformungswerk in 1954 roughly corresponds to the [REDACTED] of the Leipzig and Zwickau plants in 1953. The fact that runway mats are now made [REDACTED] may be connected with the modification of runway mats. It is probably more economical to have one metal shaping plant equipped with the new tools for the [REDACTED] of modified runway mats. The purpose of the runway mats and the installation at which they are used have not yet been determined. It is [REDACTED]

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